

19th
R E P O R T

OF THE

DIRECTORS

OF THE

Michigan Central Railroad Company,

TO THE

STOCKHOLDERS:

TOGETHER WITH THE

REPORTS OF THE TREASURER, SUPERINTENDENT, AUDITOR,
AND TRUSTEES OF SINKING FUNDS.

JUNE, 1865.

BOSTON:

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.

1865.

REPORT

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DIRECTORS.

JOHN W. BROOKS, *Boston.*

ERASTUS CORNING, *Albany.*

NATHANIEL THAYER, *Boston.*

D. D. WILLIAMSON, *New York.*

R. B. FORBES, *Boston.*

GEORGE F. TALMAN, *New York.*

ELON FARNSWORTH, *Detroit.*

J. M. FORBES, *Boston.*

SIDNEY BARTLETT, *Boston.*

PRESIDENT.

JOHN. W. BROOKS.

VICE-PRESIDENT.

R. B. FORBES.

TREASURER.

ISAAC LIVERMORE.

SUPERINTENDENT.

R. N. RICE.

AUDITOR.

WILLIAM BOOTT.

CLERK.

JOSHUA CRANE.

DIRECTORS' REPORT.

To the Stockholders of the Michigan Central Railroad Co.:

The Directors herewith submit their Annual Report, including the Report of Mr. Livermore, Treasurer, showing the financial condition of the Company; the Report of the Superintendent, Mr. Rice, giving the details of working the road for the year; the Report of the Trustees of the Sinking Funds; and that of Mr. Boott, Auditor of the Company.

| | | |
|---|--------------|----------------|
| The bonded debt of the Company, June 1, | | |
| 1864, was | | \$7,740,988 89 |
| Less Sinking Funds,—1st, | \$464,073 62 | |
| “ “ “ 2d, | 132,086 44 | |
| | | 596,160 06 |

| | |
|----------------------------|-----------------|
| Net bonded debt, | \$7,144,828 83 |
| Capital stock, | 6,315,906 00 |
| | \$13,460,734 83 |

| | |
|----------------------------------|----------------|
| The bonded debt now is | \$7,565,488 89 |
| Less Sinking Funds,— | |
| 1st, | \$565,431 71 |
| 2d, | 167,680 50 |
| | 733,112 21 |

| | |
|----------------------------|-----------------|
| Net bonded debt, | \$6,832,376 68 |
| Capital stock, | 6,491,386 00 |
| | \$13,323,762 68 |

| | |
|--------------------------------------|--------------|
| Reduction during the year, | \$136,972 15 |
|--------------------------------------|--------------|

The bonded debt has been decreased and the capital stock increased by the conversion of \$175,500 of convertible bonds into stock.

The gross receipts, as stated in the Treasurer's

| | |
|---|----------------|
| Report, have been | \$4,121,212 97 |
| Operating expenses, (less new grain house,) | \$2,207,442 48 |
| Expended on new grain house, | 107,173 74 |
| State and local taxes, | 91,533 41 |
| | <hr/> |
| | 2,406,149 63 |

| | |
|---|----------------|
| Net receipts for the year, | \$1,715,063 34 |
| Interest and exchange account, | \$622,980 96 |
| Government tax on dividends and passengers, | 165,264 94 |
| Payments to Sinking Funds, | 84,500 00 |
| | <hr/> |
| | 872,745 90 |
| | <hr/> |
| | \$842,317 44 |

| | |
|---|----------------|
| Add balance to credit of income account of last year, | 1,002,895 06 |
| | <hr/> |
| | \$1,845,211 50 |

Deduct dividends, as follows:—

| | |
|--|--------------|
| 12 per cent. paid, July 1, 1864, | \$757,884 00 |
| 6 " " " Jan. 1, 1865, | 378,942 00 |
| | <hr/> |
| | 1,136,826 00 |

| | |
|--|--------------|
| Balance to credit of income account, | \$708,385 50 |
|--|--------------|

The earnings of the last two years are compared in the following

MONTHLY STATEMENT

Of the Earnings of the Years ending May 31, 1864, and 1865.

| MONTHS. | Year ending May 31, 1864. | Year ending May 31, 1865. | Decrease. | Increase. |
|------------------|------------------------------|------------------------------|------------|--------------|
| June, . . . | \$206,221 37 | \$265,780 35 | — | \$59,558 98 |
| July, . . . | 193,328 17 | 263,244 58 | — | 69,916 41 |
| August, . . . | 215,449 14 | 346,781 36 | — | 131,332 22 |
| September, . . . | 308,167 99 | 408,444 58 | — | 100,276 59 |
| October, . . . | 375,487 91 | 410,802 08 | — | 35,314 17 |
| November, . . . | 339,793 70 | 405,509 77 | — | 65,716 07 |
| December, . . . | 306,186 38 | 376,470 40 | — | 70,284 02 |
| January, . . . | 252,435 28 | 306,324 31 | — | 53,889 03 |
| February, . . . | 278,848 38 | 279,137 59 | — | 289 21 |
| March, . . . | 348,802 18 | 344,228 12 | \$4,574 06 | — |
| April, . . . | 338,275 40 | 337,240 78 | 1,034 62 | — |
| May, . . . | 271,552 73 | 401,455 65 | — | 129,902 92 |
| Totals, . . . | \$3,434,548 63 | \$4,145,419 57 | Net, . . | \$710,870 94 |

The earnings, as stated in the Superintendent's

Report, amount to \$4,145,419 57

The receipts, by the Treasurer's account, were, 4,121,212 97

Amount outstanding more than last year, . . . \$24,206 60

The earnings and working and improvement expenses for the last two years compare as follows:—

| | Year ending May 31, 1864. | Year ending May 31, 1865. | Gain. | Per Cent. |
|-------------------------|---------------------------------|---------------------------------|--------------|-----------|
| Passengers, . . . | \$1,262,415 07 | \$1,771,813 60 | \$509,398 53 | 40.35 |
| Freight, . . . | 2,073,274 71 | 2,233,529 47 | 160,254 76 | 7.72 |
| Miscellaneous, . . . | 98,858 85 | 140,076 50 | 41,217 65 | 41.69 |
| Totals, . . . | \$3,434,548 63 | \$4,145,419 57 | \$710,870 94 | 20.69 |
| Expense less Tax, . . . | 1,634,507 24 | 2,314,616 22 | 680,108 98 | 41.61 |
| Balance, . . . | \$1,800,041 39 | \$1,830,803 35 | \$30,761 96 | 1.70 |

It will be noticed that the very large gain in earnings has been nearly all used up in the increased expenses of working the road. This is mainly due to the fact that labor and materials advanced more rapidly than the rates for transportation could be judiciously increased.

Freight rates have been advanced 36 per cent., and passenger fares only 6 per cent. above the average of last year.

Included in the working expenses, as stated above, are the following considerable items, such as are often charged to construction account, and which are so much addition to the property of the Company.

Expended on new grain house and elevator at Detroit, \$107,173.74.

New passenger-house, dining hall, &c., at Marshall.

Engine-house at Lake Station.

Freight-house at Mattawan.

Freight-house at Three Oaks.

32 stone culverts in place of wooden structures.

Building 40 feet in width, and 590 feet in length to the pile bridge at Detroit, to enlarge the approach to that station, and provide more track-room.

Building new offices at Chicago.

Building nearly two miles of additional side-track.

Costing altogether about \$165,000.

Besides the above, there are other considerable items of improvement and renewal detailed in the Superintendent's Report, and, notwithstanding the high cost of labor and materials, the whole property has been well kept up, and is in superior condition.

The passenger, freight and miscellaneous earnings, and per cent. of earnings used in operating expenses since 1857, are shown in the following

TABULAR STATEMENT.

| Years ending May 31, | Passenger Earnings. | Freight Earnings. | Miscellaneous Earnings. | Per ct. of earnings used in operating expenses, exclusive of tax. |
|----------------------|---------------------|-------------------|-------------------------|---|
| 1857, . . . | \$1,610,415 75 | \$1,413,492 47 | \$80,694 47 | 64 $\frac{8}{10}$ |
| 1858, . . . | 1,321,039 56 | 1,033,748 32 | 73,969 64 | 59 $\frac{9}{10}$ |
| 1859, . . . | 938,609 39 | 831,435 46 | 68,084 82 | 53 $\frac{4}{10}$ |
| 1860, . . . | 803,507 97 | 962,621 70 | 66,815 19 | 53 $\frac{7}{10}$ |
| 1861, . . . | 775,228 53 | 1,218,186 29 | 64,637 79 | 51 $\frac{1}{10}$ |
| 1862, . . . | 724,915 48 | 1,559,060 98 | 77,264 96 | 45 $\frac{1}{10}$ |
| 1863, . . . | 889,682 28 | 1,983,757 35 | 73,120 92 | 40 $\frac{1}{10}$ |
| 1864, . . . | 1,262,415 07 | 2,073,274 71 | 98,858 85 | 47 $\frac{8}{10}$ |
| 1865, . . . | 1,771,813 60 | 2,233,529 47 | 140,076 50 | 55 $\frac{8}{10}$ |

A comparison of some of the main features of our business, for the last two years, is shown in the following

COMPARATIVE TABLE.

| | 1864. | 1865. |
|---|-------------------|-------------------|
| Passenger earnings, | \$1,262,415 07 | \$1,771,813 60 |
| Freight earnings, | 2,073,274 71 | 2,233,529 47 |
| Miscellaneous earnings, | 98,858 85 | 140,076 50 |
| Total earnings, | \$3,434,548 63 | \$4,145,419 57 |
| Operating expenses, including taxes, | 1,720,125 05 | 2,406,149 63 |
| • Net earnings, | \$1,714,423 58 | \$1,739,269 94 |
| Ratio of expenses, less taxes, to earnings, | 47 $\frac{6}{10}$ | 55 $\frac{8}{10}$ |
| Earnings of freight trains per mile run, | \$2 84 | \$3 47 |
| Tons of freight moved, | 542,410 | 485,275 |
| Average No. of tons carried per train per mile, | 126.07 | 113.49 |
| Average distance freight is carried, (miles,) | 169.48 | 150.30 |
| Freight earnings per ton per mile, | 2.25 cts. | 3.06 cts. |
| Earnings of passenger trains per mile run, | \$2 13 | \$2 74 |
| Number of passengers carried, | 645,759 | 852,889 |
| Average No. of passengers per train per mile, | 87.21 | 105.79 |
| Average No. of miles travelled by each passenger, | 79.94 | 80.12 |
| Passenger earnings per passenger per mile, | 2.44 cts. | 2.59 cts. |
| Passengers carried one mile, | 51,627,391 | 68,338,876 |
| Passengers carried one mile per mile of road, | 181,786 | 240,806 |
| Tons carried one mile eastward, | 60,867,177 | 43,248,111 |
| Tons carried one mile westward, | 31,061,968 | 29,689,208 |
| Total tons carried one mile, | 91,929,145 | 72,937,319 |
| Tons carried one mile per mile of road, | 323,694 | 256,822 |
| Proportion of whole tonnage eastward, per ct., | 66.23 | 59.30 |
| Proportion of whole tonnage westward, per ct., | 33.77 | 40.70 |

Soon after the land for the Detroit terminus was purchased in 1846-47, we made unsuccessful efforts to obtain, in addition, the river front adjoining, and which we had to cross with our

tracks to approach our own grounds. The death of the former owner having brought that property into the market, we have purchased it, extinguishing rights to five separate crossing places over our tracks, and giving 3,000 feet of unbroken front upon the river.

The increasing density of the population in the vicinity of our terminus, together with our increasing cattle traffic, have lately added very much to the difficulty of driving so large an amount of live-stock through the streets of Detroit to our old place of shipment. To provide a larger and more convenient place of shipment, and one less liable to public objection, we have purchased, at fair prices, several lots upon the river, just below our depot grounds, and accessible to our tracks, which together form a block of about 350 feet deep from street to river channel, with a front upon the river of 358 feet.

The rapid growth of our freight traffic to and from Chicago has begun to show that at no distant day we shall require increased accommodations at that point. It was not a necessity to buy additional ground there for immediate use, but the Government offered for sale, at auction, the large block of ground adjoining ours, and occupied by the Marine Hospital; it was better to buy somewhat in advance of our wants than to let it fall into other hands, and be cut up and expensively built upon. We have, therefore, purchased this and such adjoining lots as will render it available. The hospital lot will not be given up by the Government until the new hospital is completed. The others are in our possession.

The live-stock traffic, as heretofore conducted by the various railroad companies at Chicago, has been expensive and inconvenient, both to the railroad companies and the dealers. The stock has been landed by the incoming trains at various yards, several miles distant from each other, entailing great inconvenience upon the dealers in such a scattered market, and considerable expense in collecting for the eastern trains such as are bound for the seaboard. A remedy for the great cost and inconvenience of this system, or rather want of system, has been long sought for by the various railroad companies, who have suffered so much from it, and it is hoped that the Union Yards now establishing by an incorporated company, the stock in which is mainly held by the railroad companies themselves,

will prove the desired remedy. In these yards, it is expected all the cattle coming to Chicago will be landed, that those destined for local consumption or packing will be there sold, and those bound east will be taken from thence by the trains of the eastern railroads, adding at once to the convenience and economy of buyers, sellers and carriers. It is believed that this system will exercise an influence upon the Chicago cattle market, in promoting the growth of this trade to the advantage of all concerned.

We have expended in the purchase of land at

| | |
|------------------------------------|-------------|
| Detroit, | \$72,729 75 |
| Lands at Chicago, | 108,004 30 |
| Union Cattle Yard stock, | 33,438 89 |

A part or all of the Cattle Yard stock assigned to this Company may be sold to other parties, if it shall seem wise to do so. It will doubtless prove in itself a profitable investment, and when desired will doubtless meet with a ready sale.

It will be noted in the Treasurer's account, that the money expended for these three items, amounting in all to \$214,172.94, has not been charged into our operating accounts, though the money has been taken from our revenue, and has by so much reduced our cash on hand.

It is most satisfactory to note the steady increase of our local traffic, and its increasing diversity of character, rendering us less and less dependent upon a few employments or a few products, thus giving a greater uniform certainty to our business. A few years ago, we were largely dependent upon the wheat crop for our prosperity; last year, the earnings from wheat and flour were less than the year before, and our local freight shows an increase of thirty per cent., and our local passengers an increase of forty-eight per cent.

Our net revenue suffered largely during the winter months, from the action of the passport system, which cut off at once our entire through passenger business, and the inability of the New York roads for a considerable time when rates were highest to get clear of a great accumulation of eastern bound freight. We must have lost by this unlooked for stoppage of

our long traffic from one hundred to one hundred and fifty thousand dollars of net revenue.

Looking to these unfavorable events in our traffic, and the considerable amount expended to increase and improve our property, which has been charged to working expenses, we think the stockholders have reason to be well satisfied with the result of the year's work, and with the local management to which so much of our prosperity is due.

By order of the Board,

J. W. BROOKS, *President.*

Boston, June 20, 1865.

TREASURER'S REPORT.

To the President and Directors of the Michigan Central Railroad Company:

GENTLEMEN,—The accounts of the Company for the financial year ending on the 31st day of May last are herewith submitted, by which it appears that after paying a dividend of six dollars per share, and an extra dividend of six dollars per share in July, 1864, and a dividend of six dollars per share in January, 1865, and making the annual payment to the Sinking Funds, and deducting the usual disbursements for operating, local taxes and interest, there will be found to the credit of Income Account the sum of \$708,385.50. The balance of this account was \$1,002,894.06 at the same period last year.

A comparison of the business of the year which has just closed with that of the previous year results as follows:—

| | |
|--|----------------|
| From June 1, 1864, to June 1, 1865,— | |
| The gross receipts were | \$4,121,212 97 |
| operating expenses, including local taxes, | \$2,406,149 63 |
| U. S. government tax on dividend and passengers, | 165,264 94 |
| interest and foreign and local exchange, | 622,980 96 |
| sinking fund payments, | 84,500 00 |
| <hr/> | |
| Total payments, | 3,278,895 53 |
| <hr/> | |
| Net, | \$842,317 44 |

From June 1, 1863, to June 1, 1864,—

| | |
|------------------------------------|----------------|
| The gross receipts were | \$3,417,185 65 |
| operating expenses, includ- | |
| ing local taxes, | \$1,720,125 05 |
| interest and foreign and | |
| local exchange, | 600,216 77 |
| sinking fund payments, | 84,500 00 |
| U. S. government tax on | |
| dividend and passengers, | 55,222 30 |
| | <hr/> |
| Total payments, | 2,460,064 12 |
| | <hr/> |
| Net, | \$957,121 53 |

Showing a decrease from the previous year of \$114,804.09.

The Bonded Debt has been decreased during the year by the conversion of \$175,500 to stock. The Company has no Floating Debt.

The capital stock has been reduced \$20, by the purchase of fractional Scrip to that amount; and increased, by conversion of Bonds, \$175,500.

| | |
|---|-----------------|
| The Bonded Debt amounts to the sum of | \$7,565,488 89 |
| Capital Stock, | 6,491,386 00 |
| | <hr/> |
| | \$14,056,874 89 |

Respectfully submitted,

ISAAC LIVERMORE, *Treasurer.*

BOSTON, June 1, 1865.

| [A.] | | The Michigan Central Railroad Company, in General Account. | | Cr. |
|------------------|--|---|---|---|
| Dr. | | | | |
| 1865. June 1, | To Construction Account, Available as Cash, viz.:— Cash on hand and loaned on call, | \$13,805,576 16 242,906 23 | 1865. June 1, By Capital Stock, Bond Account, viz.:— 6 per cent. Sterling Bonds, unconvertible, 1st Mortgage, payable Jan. 1, '72, \$467,488 89 8 per cent. Sterling Bonds, convertible, 1st Mortgage, payable Sept. 1, 1869, 8 per cent. Bonds, convertible, 1st Mortgage, payable Sept. 1, 1869, \$2,040,500; Oct. 1, 1882, \$257,000; 8 per cent. Bonds, convertible, 1st Mortgage, Sinking Funds, payable Oct. 1, '82, 4,300,500 00 | \$6,491,386 00 |
| | To Materials on hand, Accounts and Bills Receivable, Assets in hands of Oliver Macy, General Receiver, Assets in hands of R. N. Rice, General Superintendent, Joliet and Northern Indiana Railroad Stock, Detroit Land Account, Chicago Land Account, Chicago Cattle Yards, | 174,025 74 39,595 54 54,005 95 83,063 37 168,225 00 72,729 75 108,004 30 33,438 89 | | |
| | | \$14,781,570 93 | By Amount due U. S. Government for Tax on Coupons, Unpaid Dividends, Sundry Accounts, Income Account, balance of this Acct't, | 7,565,488 89 158 04 660 00 15,492 50 708,385 50 |
| | | | | \$14,781,570 93 |

(E. E.)

BOSTON, June 1, 1865.

ISAAC LIVERMORE, Treasurer.

[C.]

Operating and Interest Accounts for Year ending May 31, 1865. Gross Receipts of Road for Year ending May 31, 1865.

| Date. | Account. | Amount. | Months. | Passengers. | Freight. | Miscellaneous. | Total. | Amount |
|--------------|---|----------------|----------------------|----------------|----------------|----------------|--------------|----------------|
| 1865. | | | | | | | | |
| June 1, | Road Repairs, | \$476,964 91 | 1864. | \$122,925 10 | \$138,915 42 | \$5,507 29 | \$267,347 81 | |
| | Building Repairs, | 273,667 24 | June, | 94,474 46 | 122,529 86 | 14,717 75 | 231,722 07 | |
| | Locomotive Repairs, | 220,490 35 | July, | 247,665 54 | 169,256 62 | 5,348 78 | 422,270 94 | |
| | Car Repairs, | 306,943 46 | August, | 196,138 07 | 171,519 28 | 7,538 06 | 375,195 36 | |
| | Locomotive Service, | 105,855 31 | September, | 167,264 11 | 167,238 33 | 18,108 69 | 352,611 13 | |
| | Train Service, | 75,651 94 | October, | 170,332 60 | 226,250 87 | 8,892 80 | 405,476 17 | |
| | Station Service, | 442,959 13 | November, | 111,790 26 | 214,318 53 | 11,360 18 | 337,968 97 | |
| | Fuel, | 245,452 28 | December, | | | | | |
| | Oil and Waste, | 60,292 95 | 1865. | | | | | |
| | Stationery and Printing, | 28,280 18 | January, | 116,592 09 | 233,232 37 | 20,748 02 | 370,572 48 | |
| | Local Taxes, | 91,533 41 | February, | 120,831 28 | 181,232 24 | 7,952 19 | 310,065 71 | |
| | Telegraph, | 18,567 26 | March, | 122,034 11 | 171,622 73 | 6,827 20 | 300,484 04 | |
| | Miscellaneous, | 49,491 21 | April, | 123,041 09 | 170,995 00 | 21,654 93 | 315,691 02 | |
| | | \$2,406,149 63 | May, | 177,657 77 | 241,895 67 | 12,253 83 | 431,807 27 | |
| | Amount of payments towards Sinking Funds, | 84,500 00 | | \$1,770,746 38 | \$2,209,556 87 | \$140,909 72 | | \$4,121,212 97 |
| | Amount paid U. S. Government, Tax on Dividend and Passengers, | 165,264 94 | | | | | | |
| | Interest and Exchange from June 1, '64, to June 1, 1865, | 622,980 96 | | | | | | |
| | Balance, being net receipts for year ending May 31, 1865, | 842,317 44 | | | | | | |
| | | \$4,121,212 97 | | | | | | \$4,121,212 97 |

(E. E.)

Boston, June 1, 1865

ISAAC LIVERMORE, *Treasurer.*

TRUSTEES' REPORT.

To the President and Directors of the Michigan Central Railroad Company :—

The Trustees appointed under the Trust Mortgage Deed of the Michigan Central Railroad Company to John M. Forbes, Nathaniel Thayer, and H. N. Hunnewell, Trustees, under date of September 29, 1857, report: That the present standing of the Sinking Funds, the care of which was intrusted to them, shows the balance to the credit of the First Sinking Fund on the 31st of May, 1865, was in

Bonds at par, viz.:—

| | | |
|--------------------------------------|--------------|--------------|
| Michigan Central R. R. Co., . . . | \$339,000 00 | |
| Joliet and N. Indiana R. R. Co., . . | 85,000 00 | |
| Hannibal and St. Joseph R. R. Co., . | 101,100 00 | |
| U. S. Five-Twenties, | 39,000 00 | |
| | <hr/> | \$564,100 00 |
| Cash in Boston Bank, | | 1,268 71 |
| | | <hr/> |
| | | \$565,368 71 |

To the credit of the Second Sinking Fund on the 31st of May, 1865, was in

Bonds at par, viz.:—

| | | |
|--------------------------------------|--------------|--------------|
| Michigan Central R. R. Co., . . . | \$100,000 00 | |
| Joliet and N. Indiana R. R. Co., . . | 27,000 00 | |
| Hannibal and St. Joseph R. R. Co., . | 39,900 00 | |
| | <hr/> | \$166,900 00 |
| Cash in Boston Bank, | | 743 50 |
| | | <hr/> |
| | | \$167,643 50 |

The accounts for the year ending May 31, 1865, are as follows :—

Michigan Central Railroad First Sinking Fund in account with the Trustees.

| | |
|---|-------------------|
| Cash in Boston Bank, May 31, 1864, | \$73 62 |
| Received July 10, 1864, for 68 Coupons at \$40 each, . | \$2,720 00 |
| Less Government Tax, 5 per cent., | 136 00 |
| | <hr/> 2,584 00 |
| Received Oct. 2, 1864, for 339 Coupons, at \$40 each, | \$13,560 00 |
| 18 Coupons at \$35 each, | 630 00 |
| | <hr/> \$14,190 00 |
| Less Government Tax, 5 per cent., | 709 50 |
| | <hr/> 13,480 50 |
| Received Oct. 26, 1864, from I. Livermore, Treasurer, seventh annual payment, | 60,000 00 |
| Received Nov. 2, 1864, interest on \$39,000 U. S. bonds, . . | 2,737 80 |
| Received Jan. 13, 1865, for 85 Coupons at \$40 each, . | \$3,400 00 |
| Less Government Tax, 5 per cent., | 170 00 |
| | <hr/> 3,230 00 |
| Received March 11, 1865, interest on \$42,200 Hannibal and St. Joseph R. R. Bonds, less 5 per cent. Tax, | 1,419 52 |
| Received April 1, 1865, for 339 Coupons at \$40 each, | \$13,560 00 |
| Interest on \$33,100 Hannibal and St. Joseph Bonds, | 1,158 50 |
| | <hr/> \$14,713 50 |
| Less Government Tax, 5 per cent., | 735 93 |
| | <hr/> 13,982 57 |
| Received May 2, 1865, interest on \$39,000 U. S. Bonds, . . | 1,646 78 |
| | <hr/> \$99,154 79 |
| Paid for \$100,100 Railroad Co. Bonds, | \$96,776 32 |
| Commission on purchase of Bonds, 1 per cent., | 967 76 |
| Clerk hire, | 142 00 |
| Balance in Boston Bank, | 1,268 71 |
| | <hr/> \$99,154 79 |

Michigan Central Railroad Second Sinking Fund in account with the Trustees.

| | | |
|--|-------------|-------------|
| Cash in Boston Bank, May 31, 1864, | \$86 44 | |
| Received July 10, 1864, for 18 Coupons at \$40, | \$720 00 | |
| Less Government Tax, 5 per cent., | 36 00 | |
| | <hr/> | 684 00 |
| Received Oct. 2, 1864, for 109 Coupons at | | |
| \$40, | \$4,360 00 | |
| 5 Coupons at \$35, | 175 00 | |
| | <hr/> | \$4,535 00 |
| Less Government Tax, 5 per cent., | 226 75 | |
| | <hr/> | 4,308 25 |
| Received Oct. 26, 1864, from I. Livermore, Treasurer, | | |
| sixth annual payment, | | 24,500 00 |
| Received Jan. 13, 1865, for 27 Coupons at \$40, | \$1,080 00 | |
| Less Government Tax, 5 per cent., | 54 00 | |
| | <hr/> | 1,026 00 |
| Received March 11, 1865, interest on \$12,000 Hannibal | | |
| and St. Joseph R. R. Co. Bonds, less Governm't Tax, | | 403 65 |
| Received April 1, 1865, for 110 Coupons at \$40, | \$4,400 00 | |
| Less Government Tax, 5 per cent., | 220 00 | |
| | <hr/> | 4,180 00 |
| Received April 1, 1865, interest on \$12,900 Hannibal | | |
| and St. Joseph R. R. Bonds, less Gov't Tax, 5 per ct., | | 428 93 |
| | | <hr/> |
| | | \$35,617 27 |
| Paid for cost of \$34,900 Railroad Co. Bonds, | \$34,471 06 | |
| Commission on purchase of bonds, 1 per cent., | 344 71 | |
| Clerk hire, | 58 00 | |
| Balance in Boston Bank, | 743 50 | |
| | <hr/> | \$35,617 27 |

J. M. FORBES,

N. THAYER,

Majority of Trustees.

BOSTON, June 16, 1865.

AUDITOR'S REPORT.

BOSTON, June 17, 1865.

To the Directors of the Michigan Central Railroad Company :

GENTLEMEN,—I have examined the Treasurer's books at Boston, and the Superintendent's at Detroit, for the year ending May 31st, and have found them to be correctly kept, and supported by proper vouchers.

Respectfully,

WILLIAM BOOTT, *Auditor.*

SUPERINTENDENT'S REPORT.

SUPERINTENDENT'S OFFICE, MICHIGAN CENTRAL RAILROAD, }
DETROIT, June 9, 1865. }

J. W. BROOKS, Esq., *President*:

SIR,—The following statement and statistical information relating to the earnings and expenditures of the road for the year ending May 31, 1865, is respectfully submitted:—

EARNINGS FOR THE YEAR.

| | |
|----------------------------|----------------|
| From Passengers, | \$1,771,813 60 |
| Freight, | 2,233,529 47 |
| Miscellaneous, | 140,076 50 |
| | <hr/> |
| | \$4,145,419 57 |

Showing an increase over previous year as follows:

| | |
|-----------------------------------|--------------|
| Increase on Passengers, | \$509,398 53 |
| Freight, | 160,254 76 |
| Miscellaneous, | 41,217 65 |
| | <hr/> |
| | \$710,870 94 |

The comparison with last year upon the different branches of traffic, as shown in Table [E.] herewith, is as follows:

| | |
|---|--------------|
| Increase from Through Passengers, | 30 per cent. |
| from Way Passengers, | 48 “ |
| from Through Freight, | 6 “ |
| from Way Freight, | 25 “ |
| from Miscellaneous, | 41 “ |

The large increase in Local Passengers may be attributed, in a measure, to the movement of troops to places of rendezvous, and thence on their way to the field; but the gain has been principally in the regular business of the line, as the policy has been to cultivate the home business, by affording all reasonable and convenient facilities for its accommodation.

The wisdom of this policy must be apparent to all, when it is shown that during the existence of the Government order requiring all our through passengers *via* Canada lines to have passports, which order was in force some three months, the *total* passenger receipts were ahead of the corresponding months of last year, the gain in *local* exceeding the loss on through.

The gain upon through Passenger earnings for the year, notwithstanding the embarrassments consequent upon the passport order, is 30 per cent., and this is almost entirely from the regular traffic, the geographical position of the road debarring it from participating, to much extent, in through business of the Government.

The aggregate earnings from Passengers show an increase of 40 per cent., while the mileage of passenger trains shows an increase of only 10 per cent.

The gain upon total Freight moved, is 8 per cent. in *earnings*, while the tonnage handled shows a falling off of 10 per cent., and the mileage of Freight trains a decrease of 12 per cent.

The increased earnings are in consequence of increase of rates to a moderate extent, to partially meet the higher cost of labor and materials used in working.

The gain in Through Westward Freight is 30 per cent., while the falling off in Through Eastward is 23 per cent. The latter is accounted for principally by reason of the large south-western army demands for the products west of us:

It will be noticed by reference to Table [H.], that a considerable falling off is shown in flour and wheat moved; but it is estimated by those competent to judge, that at least 30 per cent. of the last wheat crop is still in the hands of the farmers.

The new Grain Elevator commenced last year has been completed, and is unsurpassed by any similar structure. It has all the modern appliances for economical working, and will

be a source of great convenience, as well as profit, to the Company, in its increased facilities for handling the cereals tributary to the line. The old elevator will need pretty extensive repairs, but with the new building in use, this expense can be deferred until materials and labor are much lower than at present.

Within the past year, the old passenger dining-house at Marshall, has been disposed of, and a new and spacious Passenger Depot, with hotel accommodations, has been erected in its place. The building is an elegant and substantial structure, provided with all the latest improvements, and can seat in its dining hall at least three hundred persons. An establishment of this kind has long been needed, and instead of repairing the old building at a heavy expense, it was deemed better economy, even at the high cost of labor and materials, to erect a building that should be a credit to the Company; and it is believed that all that was aimed at has been accomplished.

The rates on Passengers and Freights have been pretty steadily maintained the last year, as lines competing for the same trade with us have seen the importance, in view of heavy expenses, of maintaining fair and remunerative rates, so far as their respective charters would permit; but no line has been enabled to advance its prices to a figure at all commensurate with the increased cost of operating.

ARRANGEMENT OF TRAINS.

The facilities furnished passengers the past year have not varied materially from the two years previous. Three through trains, each way, have been run, and in addition to the Dexter train, 47 miles, it has been necessary to run a train, a portion of the year, to Kalamazoo, 143 miles. The latter train at this time only runs to Marshall, 107 miles, and it is regarded a necessary train for the accommodation of the local business; and thus the through express trains are relieved of many stops, which otherwise would have to be made.

All trains are still worked, as for some years past, under the telegraph system, which has been much improved by putting up an additional wire the whole length of the road; and the Company now own two through wires between Detroit and

Chicago. The same confidence exists as to the great value of an efficiently worked telegraph line, not only in the direction of trains, but in the transaction of a multitude of miscellaneous business, connected with the different departments.

EXPENSES OF OPERATING.

The cost of working the road the past year as shown in Table [I.] has been for reasons familiar to all quite large, amounting in the aggregate to \$2,406,149.63.

This amount embraces the following items which do not properly belong to the Operating Expenses:—

| | |
|----------------------------------|--------------|
| Local Taxes, | \$91,533 41 |
| Expended on Elevators, | 107,173 74 |
| | <hr/> |
| | \$198,707 15 |

Deducting this amount leaves as the legitimate sum chargeable as Operating Expenses at \$2,207,442.48, which is $53\frac{2}{10}$ per cent. of gross earnings.

Taking out only Local Taxes leaves the amount of operating at \$2,314,615.82, which is $55\frac{8}{10}$ per cent. of gross earnings.

The percentage of expenses would have shown more favorably had it not been the policy during the past year, as has been the rule always, to keep the track and other property of the Company *fully up to the standard* notwithstanding the extraordinary present cost of so doing, as it is a fact patent to all prudent managers that a contrary course is not only more expensive in the long run, but immediately so in crippling the means of efficient working.

The protection of the Company's premises on the river front from threatened raids from Canada for several months made it necessary to maintain an expensive organization ready at any time to cope with any probable attack, there being no Government force provided for the purpose. This extraordinary expense is now dispensed with.

The gradual diminution in cost of materials and labor consequent upon the closing of the war will result in working a decided change for the better in the expenses of the coming year.

The following are some of the important items included in the expenses of the last year :—

Grain elevator, \$107,173.74.

Passenger-house, Marshall, say \$30,000.

Iron turn-table, stone foundation and curbing, Marshall.

22 new tubs, engine-house, Marshall.

925 feet iron pipes, engine-house, Marshall.

New engine-house at Lake for four engines.

New freight-house, Mattawan.

New freight-house, Three Oaks.

Pile bridge, 100 feet long, Salt Creek.

32 stone culverts in place of wooden.

30 cattle guards.

3,181 feet in length of platforms and sidewalk on the line.

Paving with Nicholson pavement, 365 feet in length, in front of premises at Detroit.

350 feet of 20-feet sidewalk, Detroit.

Building 40 feet in width, and 590 in length, to the pile bridge approach to Detroit station to get more freight facilities, and for accommodation of new elevator.

Building new and commodious freight offices at Chicago.

300 tons new rail.

1,304 $\frac{2055}{2240}$ tons rails re-rolled and put in track.

2,104 $\frac{1382}{2240}$ tons rails repaired and laid in track.

76 $\frac{310}{2240}$ tons spike.

78,648 ties.

9,830 feet new siding on line.

Cars have been rebuilt as follows :—

2 first-class passenger, with 12 wheels.

4 military, with 8 wheels.

1 baggage, with 12 wheels.

137 large box freight, with 8 wheels.

2 large stock, with 8 wheels.

38 hand cars.

6 rubble cars.

The freight depot and wharf at Detroit will need considerable repairs this year, but they will be deferred as long as possible to avail of advantages in cost of doing it.

With this are the statements and statistics of Mr. Sweet, Superintendent of Motive-Power, and Mr. Sutherland of the Car Works, and I ask your attention to the details under their immediate charge.

In conclusion, I beg to say, that if satisfactory results have not been accomplished during the past year, it has not been from lack of ambition on the part of those in charge of the different departments to do so, but owing to causes beyond their control.

Yours respectfully,

R. N. RICE,
General Superintendent.

REPORT OF LOCOMOTIVE SUPERINTENDENT.

R. N. RICE, Esq., *General Sup't Michigan Central R. R. Co.:*

SIR,—Herewith please find statement of the working expenses of the Locomotive Department for the year ending May 31, 1865.

STATEMENT of *Miles run by Locomotives, during the year from June 1, 1864, to May 31, 1865, inclusive.*

| MONTHS. | Miles Passenger Trains. | Miles Freight Trains. | Miles Working Trains. | Miles Training Trains. | Miles Total. |
|------------------|-------------------------|-----------------------|-----------------------|------------------------|--------------|
| 1864. | | | | | |
| June, . . . | 46,920 | 53,780 | 9,555 | 13,253 | 123,508 |
| July, . . . | 49,006 | 49,900 | 9,183 | 13,645 | 121,734 |
| August, . . . | 57,651 | 52,138 | 8,010 | 12,635 | 130,434 |
| September, . . . | 59,896 | 51,127 | 8,502 | 14,015 | 133,540 |
| October, . . . | 58,097 | 52,085 | 6,114 | 20,624 | 136,920 |
| November, . . . | 58,188 | 57,489 | 11,496 | 21,064 | 148,237 |
| December, . . . | 63,104 | 57,495 | 9,464 | 20,830 | 150,893 |
| 1865. | | | | | |
| January, . . . | 43,666 | 56,857 | 9,557 | 20,384 | 130,464 |
| February, . . . | 38,878 | 47,922 | 10,142 | 18,460 | 115,402 |
| March, . . . | 46,596 | 50,783 | 6,674 | 11,030 | 115,083 |
| April, . . . | 62,273 | 56,782 | 7,406 | 12,397 | 138,858 |
| May, . . . | 61,699 | 56,313 | 8,562 | 11,146 | 137,720 |
| Totals, . . . | 645,974 | 642,671 | 104,665 | 189,483 | 1,582,793 |

STATEMENT of *Renewals made during the year ending May 31, 1865.*

358 tender and truck wheels.

76 tender and truck axles.

11 locomotive crank axles.

6 locomotive straight axles.

67 rings wrought tire.

36 rings cast (chilled) tire.

16 flue sheets.
 14 crown sheets.
 7 locomotive driving wheels.
 20 locomotive smoke stacks.
 15 locomotive jackets.
 22 new caps.
 48 pilots.
 25 sets flues pieced and re-set.
 10 tenders rebuilt.
 3 new tanks.
 10 tanks rebuilt.
 21 new tender frames with running gear complete.

*STATEMENT of the Number and Occupation of Employees at the
different Shops on the Road.*

| OCCUPATION. | Detroit. | Marshall. | M. City. | Chicago. | Total. |
|------------------------------|----------|-----------|----------|----------|--------|
| Superintendent, | 1 | - | - | - | 1 |
| Clerk, | 1 | - | - | - | 1 |
| Time Keepers, | 1 | 1 | 1 | - | 3 |
| Engine Dispatcher, . . . | 1 | - | - | - | 1 |
| Machinists, | 38 | 24 | 31 | 2 | 95 |
| Copper and Tinsmiths, . . | 9 | 2 | 1 | - | 12 |
| Tender and Truck Repairers, | 4 | 3 | 2 | - | 9 |
| Bolt Cutters, | 1 | 1 | 1 | - | 3 |
| Painters, | 2 | 1 | 1 | - | 4 |
| Flue Caulkers and Setters, . | 2 | 2 | 1 | - | 5 |
| Apprentices, | 12 | 4 | 7 | - | 23 |
| Boiler Makers, | 12 | 8 | 2 | - | 22 |
| Laborers, | 6 | 6 | 6 | - | 18 |
| Pattern Makers, | 1 | 1 | 1 | - | 3 |
| Carpenters, | 6 | 1 | 2 | - | 9 |
| Boiler Washers, | 1 | 1 | 1 | - | 3 |
| Stationary Engineers, . . . | 2 | 1 | 1 | - | 4 |
| Stationary Fireman, . . . | 1 | - | - | - | 1 |
| Blacksmiths, | 10 | 4 | 4 | 1 | 19 |
| Helpers, | 10 | 5 | 8 | 1 | 24 |
| Locomotive Engineers, . . . | 28 | 21 | 13 | 4 | 66 |
| Locomotive Firemen, . . . | 28 | 22 | 14 | 4 | 68 |
| Engine Wipers, | 8 | 15 | 12 | 4 | 39 |
| Watchmen, | 4 | 3 | 3 | 2 | 12 |
| Brass Moulder, | - | - | 1 | - | 1 |
| Drayman, | - | - | 1 | - | 1 |
| Master Mechanic, | - | 1 | 1 | - | 2 |
| Total, | 189 | 127 | 115 | 18 | 449 |

Cost of locomotive repairs, \$230,490 35

Cost of locomotive service, 105,855 31

Number of miles run by locomotives, 1,582,793

Cost of Fuel.

50,152 cords wood used, at \$4.63, \$232,203 76

586½ tons coal used, at \$5.35, 3,137 77

\$235,341 53

15,781 gallons of oil used, at \$1.32, \$20,810 92

35,642 pounds of rags used, at 11 cents, 3,920 62

3,615 pounds of waste used, at 41½ cents, 1,485 76

\$5,406 38

Average number of miles run by wood-burning engines
to each cord consumed, 31½

Average number of miles run to each gallon of oil, 100½

Cost per mile run for repairs, 14½ cents.

“ “ “ “ “ engineers, firemen and wiping, 8½ cents.

Cost per mile run for oil, 1½ cents.

“ “ “ “ “ fuel, 14½ cents.

“ “ “ “ “ rags and waste, ¾ cents.

Total cost per mile run, 39½ cents.

SCHEDULE and Description of Locomotives.

| NAMES. | Where Built. | Cylinders. | Diameter of Drivers. | No. of Drivers. |
|---------------------|------------------------|------------|----------------------|-----------------|
| Ranger, | Det. Locomotive Works, | 16—22 | 5 ft. 6 in. | 4 |
| Rambler, | “ | “ | “ | “ |
| Rattler, | “ | “ | “ | “ |
| Rover, | “ | “ | “ | “ |
| Racer, | “ | “ | “ | “ |
| Rusher, | “ | “ | “ | “ |
| Bald Eagle, | Manchester, | 16—20 | “ | “ |

SCHEDULE of Locomotives—Continued.

| NAMES. | Where Built. | Cylinders. | Diameter of Drivers. | No. of Drivers. |
|---------------------|------------------------|------------|----------------------|-----------------|
| White Eagle, . . | Manchester, | 16—20 | 5 ft. 6 in. | 4 |
| Grey Eagle, . . | " | " | " | " |
| Black Eagle, . . | " | " | " | " |
| American Eagle, . . | " | " | " | " |
| Golden Eagle, . . | " | " | " | " |
| White Cloud, . . | " | " | " | " |
| Flying Cloud, . . | " | " | " | " |
| Rocket, . . | " | " | " | " |
| Storm, . . | " | " | " | " |
| North Wind, . . | " | " | " | " |
| East Wind, . . | " | " | " | " |
| South Wind, . . | " | " | " | " |
| West Wind, . . | " | " | " | " |
| Whirlwind, . . | " | " | " | " |
| Trade Wind, . . | " | " | " | " |
| Arab, . . | Det. Locomotive Works, | " | " | " |
| Mameluke, . . | " | " | " | " |
| Circassian, . . | " | " | " | " |
| Corsair, . . | " | " | " | " |
| Egyptian, . . | " | " | " | " |
| Persian, . . | " | " | " | " |
| Grey Hound, . . | Lowell, | 16—22 | " | " |
| Stag Hound, . . | " | " | " | " |
| Fox Hound, . . | " | " | " | " |
| Wolf Hound, . . | " | " | " | " |
| Pioneer, . . | Hinckley & Drury, | 15—18 | 5 feet. | " |
| Herald, . . | " | " | " | " |
| Reindeer, . . | " | " | " | " |
| Antelope, . . | " | " | " | " |
| Mayflower, . . | " | " | " | " |
| Comet, . . | Mich. Central Shop, | 14—20 | " | " |
| Gazelle, . . | " | " | " | " |
| Torrent, . . | " | " | " | " |
| Hurricane, . . | " | " | " | " |
| Cataract, . . | " | " | " | " |
| Jupiter, . . | Manchester, | 16—20 | 4 feet. | 6 |
| Saturn, . . | " | " | " | " |
| Neptune, . . | " | " | " | " |
| Pluto, . . | " | " | " | " |
| Rocky Mountain, . . | Hinckley & Drury, | " | " | " |
| Ætna, . . | " | " | " | " |
| Salamander, . . | Mich. Central Shop, | 16—22 | 5 ft. 6 in. | 4 |
| Samson, . . | " | 16—20 | 4 feet. | 6 |
| Giant, . . | " | " | " | " |
| Tiger, . . | " | " | " | " |
| Hercules, . . | " | 15—20 | 4 ft. 6 in. | " |
| Battle Creek, . . | " | " | " | " |
| Ajax, . . | Manchester, | 15—24 | " | " |
| Atlas, . . | " | " | " | " |
| Ceres, . . | " | " | " | " |
| Foreigner, . . | Rodgers, | 15—22 | 5 feet. | " |

SCHEDULE of Locomotives—Concluded.

| NAMES. | Where Built. | Cylinders. | Diameter of Drivers. | No. of Drivers. |
|----------------------|------------------------|------------|----------------------|-----------------|
| Saxon, . . . | Rodgers, | 16—22 | 5 feet, | 6 |
| American, . . . | " | " | " | " |
| Dolphin, . . . | Schenectady, | 15—22 | 4 ft. 6 in. | " |
| Grampus, . . . | " | 16—22 | 4 ft. 10 in. | " |
| Porpoise, . . . | " | " | " | " |
| Black Bear, . . . | Det. Locomotive Works, | 16—20 | 4 feet. | " |
| Mars, . . . | " | 16—22 | 4 ft. 10 in. | 4 |
| White Bear, . . . | " | " | " | " |
| Niagara, . . . | " | " | " | " |
| Peninsula, . . . | " | " | " | " |
| Washington, . . . | " | " | " | " |
| Twilight, . . . | " | " | " | " |
| Atlantic, . . . | " | " | " | " |
| Pacific, . . . | " | " | " | " |
| Arctic, . . . | " | " | " | " |
| Baltic, . . . | " | " | " | " |
| Challenge, . . . | Mich. Central Shop. | 16—20 | 5 ft. 6 in. | " |
| Defiance, . . . | " | " | " | " |
| Goliath, . . . | " | 16—22 | 4 ft. 10 in. | " |
| Vesuvius, . . . | " | " | " | " |
| Hecla, . . . | " | " | " | " |
| Grizzly Bear, . . . | " | " | " | " |
| Brown Bear, . . . | " | " | " | " |
| Lion, . . . | " | " | " | " |
| North Sea, . . . | Manchester. | " | " | " |
| South Sea, . . . | " | " | " | " |
| Red Sea, . . . | " | " | " | " |
| Caspian Sea, . . . | " | " | " | " |
| Black Sea, . . . | " | " | " | " |
| White Sea, . . . | " | " | " | " |
| Globe, . . . | Globe Works. | 16—20 | 4 ft. 6 in. | " |
| Hinckley, . . . | Hinckley & Drury. | 14—22 | " | " |
| Vulcan, . . . | " | 15—20 | " | " |
| Swallow, . . . | Mich. Central Shop. | 12—17 | 4 feet. | " |
| Detroit, . . . | Boston Loc. Works. | 12—20 | " | " |
| Marshall, . . . | " | " | " | " |
| Michigan City, . . . | " | " | " | " |
| Chicago, . . . | " | " | " | " |
| Joliet, . . . | " | " | " | " |

In presenting the statement of the repairs and operating of locomotives, the cost shows large, unless the extraordinary service of engines is taken into consideration. The mileage of freight engines, if increased 50 per cent. by hauling that much lighter trains, would then be doing heavier service than engines of other roads in the country, and during the existence of the passport system, while our passenger engine mileage was greatly reduced, their service proportionately was greatly increased. The miscellaneous mileage is far below what it should be,

especially in training service. The miles credited to training engines per day is thirty-five, and they certainly average fifty and probably more, which would vary the cost six or eight thousand dollars a year. This was a figure adopted for convenience some four years since, and I have not thought best to vary it.

The extreme hard winter caused many sets of tire to give out, which ordinarily would have lasted until next fall. They had to be replaced with new at the highest prices, as also high freights, some of them by express. The above, coupled with the high cost of labor and material, accounts for the 45 per cent. increased cost of locomotive repairs per mile run, over last year.

During the year we have turned out one copper diaphragm fire-box engine for burning coal. I have also one mongrel engine burning coal and another coal-burning passenger engine about ready to come out of the shop. I have just taken another engine in the shop for a new copper fire-box, and also have an engine which has been blown up; this I shall build into a coal-burner the coming year, with an entire new boiler.

I am strongly of the opinion that nothing but copper fire-boxes will stand Jackson coal, and that the diaphragm is essential to the economical use of the same, when considered in connection with the durability of the engines, and shall adopt that plan in fitting up the next coal-burners. In the "Pacific," we increased the length of grate to nearly five feet without shortening the flues, which I think is a desirable feature. The "Rocky Mountain," now rebuilding, will be completed the coming year. During the year there has been built by Messrs Jackson & Wiley, a low pressure condensing beam engine of one hundred and twenty-five horse-power, for the new grain house, which is a creditable piece of work.

The shops at Detroit are the same as last year, all in good shape and requiring no repairs. We lack room, however, and the space between the square engine-house and blacksmith shop should be roofed over in order to give room for boiler work; and some tools are indispensable in the way of labor-saving, such as a driving-wheel lathe shears and punch, tilt hammer, and some new drills. There must be a new turntable put in the square engine-house this season. Marshall shop and engine-shed is in good order, except stationary boiler. I have renewed two boilers and fitted them for coal burning, and as soon as the front is ready, shall set them in Marshall. There has been a new iron turntable just put in at that point, which works admirably.

The Michigan City shops and engine-shed are in good order, except the stationary boiler is worn out, but the iron is ordered and we shall

soon have two new boilers like those at Marshall, when we shall use coal altogether at those points.

Chicago and Joliet engine-houses and sheds are all in good order, a new wood table having just been put in at Chicago.

All of which is very respectfully submitted.

A. J. SWEET, JR.,

Superintendent.

REPORT OF SUPERINTENDENT CAR DEPARTMENT.

DETROIT, June 1, 1865.

R. N. RICE, Esq., *General Sup't Michigan Central R. R.:*

SIR,—Herewith I hand you annual report of labor expended and material used in Car Department for the fiscal year ending May 31st, 1865, which, with the following statements, is most respectfully submitted:—

The rolling stock in this department consists of the following number of cars of the different classes:

PASSENGER CARS.

- 55 first-class, with 12 wheels.
- 7 first-class, with 12 wheels, sleeping cars.
- 17 first-class, with 8 wheels, military cars.
- 4 second-class, with 8 wheels.

BAGGAGE CARS.

- 8 with 12 wheels.
- 9 with 8 wheels.

FREIGHT CARS.

- 28 covered 8-wheel way cars, for use of conductors and men in charge of live stock.
- 222 large stock cars, with 8 wheels.
- 75 large stock cars, with 8 wheels, double decks.
- 305 small stock cars, with 8 wheels.
- 473 merchandise cars, with 8 wheels.
- 200 platform cars, with 8 wheels.

HAND AND RUBBLE CARS.

- 118 hand cars.
- 151 wood and repairing cars.

CARS REBUILT.

- 2 first-class passenger cars, with 12 wheels.
- 4 military cars, with 8 wheels.
- 1 baggage car, with 12 wheels.
- 137 large box cars, with 8 wheels.
- 2 large stock cars, with 8 wheels.
- 38 hand cars.
- 6 rubble cars.

Besides the above renewals, there have been repairs made as follows :

- 75 large stock cars, thoroughly overhauled and re-roofed with "Winslow's Iron Roof."
- 10 box cars, rebuilt and sold to government.
- 2 old passenger cars, thoroughly overhauled, painted, and sold to Laf. and Ind. R. R. Co.
- 9 passenger cars, repainted and ventilated, and plush re-dyed.
- 5 passenger cars, repainted and ventilated, and roofs raised.
- 6 sleeping cars, thoroughly overhauled, repaired and varnished.
- 3 second-class cars, repaired, repainted and varnished.
- 5 baggage cars, repaired, repainted and varnished.
- 6 pairs passenger trucks, rebuilt.
- 3 pairs baggage trucks rebuilt.
- 138 pairs freight trucks, rebuilt.
- 247 freight cars, repainted.

There is also on hand, manufactured and ready for use, wrought iron for 100 box cars, together with metallic roofs for the same, and also metallic roofs for 25 large stock cars. It will be necessary during the coming year to build *four first-class* sleeping cars, to take the place of a like number now in use as sleeping cars, that were originally made by putting the sleeping arrangements into our ordinary day cars. They hardly meet the requirements of the travelling public, and will have to be withdrawn, in order to keep pace with our neighbors. It will also be necessary to raise the roofs of all cars, (that run on day trains, at least,) in order to sustain the reputation of the road. A train of the raised roof cars will be put on the road during the present month.

The cost of maintaining the stock in this department is one hundred and twenty-three and three-tenths per cent. in excess of the previous year, which is not altogether due to the increased cost of material and labor, part of it being caused by a greater number of renewals being

made to the stock than was made the previous year. If the same number of renewals had been made as during the previous year, then the increased cost of maintaining the department would have been about 95 per cent. in excess of last year, which is about in the ratio of advance in labor and material.

For performance of wheels, axles, and gun-metal boxes, please refer to the following tables :—

| | FOR THE YEAR ENDING MAY 31, | | | |
|--|-----------------------------|---------|---------|---------|
| | 1865. | 1864. | 1863. | 1862. |
| <i>Wheels, under cars of all classes.</i> | | | | |
| Number in use, | 11,574 | 11,324 | 11,556 | 11,212 |
| Number renewed, | 1,726 | 1,256 | 1,589 | 1,447 |
| Per cent. of renewals, | 14.91 | 11.10 | 13.75 | 12.81 |
| Average mileage of wheels worn out, . | 96,842 | 149,527 | 137,969 | 110,193 |
| <i>Axles, under cars of all classes.</i> | | | | |
| Number in use, | 5,788 | 5,662 | 5,778 | 5,606 |
| Number renewed, | 684 | 483 | 561 | 497 |
| Per cent. of renewals, | 11.81 | 8.50 | 9.70 | 8.86 |
| Average mileage of axles worn out, . | 122,189 | 194,416 | 195,395 | 160,411 |
| <i>Gun-metal Boxes, under passenger cars.</i> | | | | |
| Number in use, | 982 | 832 | 960 | 960 |
| Number renewed, | 933 | 1,114 | 480 | 421 |
| Per cent. of renewals, | 95.00 | 134.00 | 50.00 | 43.85 |
| Average mileage of boxes worn out, . | 40,416 | 30,962 | 54,824 | 31,709 |
| <i>Gun-metal Boxes, under baggage cars.</i> | | | | |
| Number in use, | 168 | 180 | 220 | 220 |
| Number renewed, | 174 | 247 | 146 | 191 |
| Per cent. of renewals, | 103.00 | 137.00 | 66.36 | 86.82 |
| Average mileage of boxes worn out, . | 51,448 | 37,020 | 64,852 | 45,110 |
| <i>Gun-metal Boxes, under freight cars.</i> | | | | |
| Number in use, | 10,424 | 10,312 | 10,376 | 10,032 |
| Number renewed, | 2,910 | 2,441 | 2,046 | 1,969 |
| Per cent. of renewals, | 27.91 | 23.00 | 19.62 | 19.63 |
| Average mileage of boxes worn out, . | 41,405 | 59,144 | 89,662 | 69,824 |
| <i>Gun-metal Boxes, under cars of all classes.</i> | | | | |
| Number in use, | 11,574 | 11,324 | 11,556 | 11,212 |
| Number renewed, | 4,017 | 4,802 | 2,672 | 2,681 |
| Per cent. of renewals, | 34.70 | 42.00 | 23.12 | 23.91 |
| Average mileage of boxes worn out, . | 41,610 | 39,110 | 82,048 | 59,474 |

The excess of renewals of wheels and axles is due to 100 of the box cars built during the year having been mounted on new wheels and axles throughout; the same cause would also affect the gun-metal boxes which would make them show much more favorable than last year.

J. B. SUTHERLAND,

Superintendent Car Department.

T A B L E S
TO
SUPERINTENDENT'S REPORT.

1865.

[A.]

STATEMENT of the Number of Way Passengers and the Earnings from the same for the Years ending May 31, 1864, and May 31, 1865.

| MONTHS. | NO. OF WAY PASSENGERS. | | WAY PASSENGER EARNINGS. | |
|----------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| | Year ending May 31, 1864. | Year ending May 31, 1865. | Year ending May 31, 1864. | Year ending May 31, 1865. |
| June, 1864, . . . | 33,589½ | 48,579½ | \$43,824 27 | \$58,637 04 |
| July, . . . | 42,395 | 52,321 | 45,989 40 | 62,256 43 |
| August, . . . | 40,666½ | 70,064 | 54,018 84 | 94,601 83 |
| September, . . . | 51,211 | 79,738 | 67,958 39 | 111,888 68 |
| October, . . . | 45,535½ | 77,075½ | 62,657 67 | 124,344 58 |
| November, . . . | 43,219½ | 67,002 | 62,062 21 | 95,708 25 |
| December, . . . | 52,960 | 53,170½ | 62,188 08 | 72,370 60 |
| January, 1865, . . . | 41,525 | 48,331½ | 57,331 33 | 73,069 12 |
| February, . . . | 49,343 | 58,089 | 62,041 09 | 85,178 20 |
| March, . . . | 61,019½ | 73,417 | 72,609 38 | 96,860 85 |
| April, . . . | 53,389 | 56,922½ | 66,154 37 | 77,433 36 |
| May, . . . | 41,353 | 60,638 | 51,973 51 | 96,761 69 |
| Totals, . . . | 556,206½ | 745,348½ | \$708,808 54 | \$1,049,110 63 |

[B.]

STATEMENT of the Whole Number of Passengers, and the Earnings from the same for the Years ending May 31, 1864, and May 31, 1865.

| MONTHS. | WHOLE NO. OF PASSENGERS. | | PASSENGER EARNINGS. | |
|----------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| | Year ending May 31, 1864. | Year ending May 31, 1865. | Year ending May 31, 1864. | Year ending May 31, 1865. |
| June, 1864, . . . | 40,794 | 58,229 | \$85,334 28 | \$115,959 11 |
| July, . . . | 49,256½ | 62,551½ | 82,991 81 | 121,938 39 |
| August, . . . | 47,283 | 82,084½ | 99,368 65 | 176,386 16 |
| September, . . . | 61,994½ | 93,500 | 130,073 70 | 206,981 55 |
| October, . . . | 55,749½ | 89,521½ | 117,844 10 | 210,302 09 |
| November, . . . | 50,867½ | 76,926 | 102,734 19 | 162,262 64 |
| December, . . . | 58,842½ | 60,580 | 100,342 51 | 122,719 94 |
| January, 1865, . . . | 46,145 | 50,937 | 88,564 47 | 90,727 81 |
| February, . . . | 54,109 | 60,570 | 94,944 62 | 102,573 30 |
| March, . . . | 68,987 | 80,982½ | 127,326 92 | 151,649 27 |
| April, . . . | 62,587½ | 66,289½ | 129,734 94 | 143,312 07 |
| May, . . . | 49,143 | 70,717½ | 103,154 88 | 167,001 27 |
| Totals, . . . | 645,759 | 852,889 | \$1,262,415 07 | \$1,771,813 60 |

[C..]

STATEMENT showing the Amount Earned from Wheat and Flour, and all other Freights, for the Years ending May 31, 1864, and May 31, 1865.

| MONTHS. | AMOUNT EARNED FROM WHEAT AND FLOUR. | | AMOUNT EARNED FROM OTHER FREIGHT. | |
|------------------|--|---------------------------------|--------------------------------------|---------------------------------|
| | Year ending May 31, 1864. | Year ending May 31, 1865. | Year ending May 31, 1864. | Year ending May 31, 1865. |
| June, 1864, . | \$27,251 85 | \$25,801 34 | \$87,263 98 | \$115,324 05 |
| July, . . . | 16,036 68 | 17,314 92 | 88,411 10 | 116,713 28 |
| August, . . | 22,374 77 | 18,846 82 | 87,912 68 | 144,090 28 |
| September, . | 48,746 79 | 34,763 64 | 119,858 05 | 155,600 59 |
| October, . . | 70,789 87 | 33,344 50 | 177,234 14 | 154,194 36 |
| November, . | 53,114 25 | 58,852 96 | 175,057 89 | 170,032 32 |
| December, . | 29,007 37 | 38,152 97 | 167,159 52 | 200,216 24 |
| January, 1865, . | 7,300 94 | 29,242 72 | 148,664 90 | 175,807 03 |
| February, . . | 9,161 12 | 13,656 41 | 168,083 80 | 153,348 08 |
| March, . . . | 9,031 65 | 12,897 04 | 202,665 43 | 167,832 90 |
| April, . . . | 15,351 40 | 18,971 95 | 183,534 84 | 160,068 18 |
| May, . . . | 26,580 58 | 29,146 77 | 132,681 11 | 189,310 12 |
| Totals, . . | \$334,747 27 | \$330,992 04 | \$1,738,527 44 | \$1,902,537 43 |

[D.]

STATEMENT of the Earnings of the Michigan Central Railroad from June 1, 1864, to May 31, 1865, inclusive.

| MONTHS. | Passengers. | Freight. | Miscellaneous. | Totals. |
|------------------|----------------|----------------|----------------|----------------|
| June, 1864, . | \$115,959 11 | \$141,125 39 | \$8,695 85 | \$265,780 35 |
| July, . . . | 121,938 39 | 134,028 20 | 7,277 99 | 263,244 58 |
| August, . . | 176,386 16 | 162,937 10 | 7,458 10 | 346,781 36 |
| September, . | 206,981 55 | 190,364 23 | 11,098 80 | 408,444 58 |
| October, . . | 210,302 09 | 187,538 86 | 12,961 13 | 410,802 08 |
| November, . | 162,262 64 | 228,885 28 | 14,361 85 | 405,509 77 |
| December, . | 122,719 94 | 238,369 21 | 15,381 25 | 376,470 40 |
| January, 1865, . | 90,727 81 | 205,049 75 | 10,546 75 | 306,324 31 |
| February, . . | 102,573 30 | 167,004 49 | 9,559 80 | 279,137 59 |
| March, . . . | 151,649 27 | 180,729 94 | 11,848 91 | 344,228 12 |
| April, . . . | 143,312 07 | 179,040 13 | 14,888 58 | 337,240 78 |
| May, . . . | 167,001 27 | 218,456 89 | 15,997 49 | 401,455 65 |
| Totals, . . | \$1,771,813 60 | \$2,233,529 47 | \$140,076 50 | \$4,145,419 57 |

[E.]

COMPARATIVE STATEMENT

Of Passenger and Freight Business, for the Years ending May 31, 1864, and 1865.

| | PASSENGERS. | | | | | | | | | | PASSENGER TOTALS. | | |
|----------------------------|-------------|--------------|----------|--------------|----------|--------------|---------|--------------|---------|-------------|-------------------|----------------|---------|
| | EAST. | | | | | WEST. | | | | | No. | Amount. | |
| | LOCAL. | | THROUGH. | | No. | LOCAL. | | THROUGH. | | No. | | | Amount. |
| | No. | Amount. | No. | Amount. | | No. | Amount. | No. | Amount. | | | | |
| | | | | | | | | | | | | | |
| 1864, | 276,003 | \$352,981 72 | 39,925 | \$262,205 32 | 280,203½ | \$355,826 82 | 42,047½ | \$276,125 22 | 7,580 | \$15,275 99 | 645,759 | \$1,262,415 07 | |
| Correspond'g period, 1865, | 357,476½ | 481,629 79 | 47,826 | 338,022 39 | 387,872 | 567,480 84 | 50,442½ | 361,914 71 | 9,272 | 22,765 87 | 852,889 | 1,771,813 60 | |
| Increase, | 81,473½ | 128,648 07 | 7,901 | 75,817 07 | 107,668½ | 211,654 02 | 8,395 | 85,789 49 | 1,692 | 7,489 88 | 207,130 | 509,398 53 | |
| Decrease, | - | - | - | - | - | - | - | - | - | - | - | - | |

COMPARATIVE STATEMENT—CONTINUED.

| | FREIGHT. | | | | | | TOTAL FREIGHT. | MISCEL- LANEOUS. | TOTAL EARNINGS. |
|----------------------------|--------------|--------------|--------------|--------------|----------------|-------------|-------------------|---------------------|--------------------|
| | EAST. | | | WEST. | | | | | |
| | LOCAL. | THROUGH. | Amount. | LOCAL. | THROUGH. | Amount. | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| 1864, | \$532,413 27 | \$779,071 82 | \$377,887 51 | \$383,902 11 | \$2,073,274 71 | \$98,858 85 | \$2,434,548 63 | | |
| Correspond'g period, 1865, | 655,974 25 | 598,065 63 | 482,221 87 | 497,267 72 | 2,238,529 47 | 140,076 50 | 4,145,419 57 | | |
| Increase, | 123,560 98 | 181,006 98 | 104,334 36 | 118,365 61 | 160,254 76 | 41,217 65 | 710,870 94 | | |
| Decrease, | - | - | - | - | - | - | - | | |

| Passenger & Freight. | |
|----------------------|--|
| Amount. | |
| \$3,434,548 63 | |
| 4,145,419 57 | |
| 710,870 94 | |
| - | |

| MISCEL- LANEOUS. | |
|---------------------|--|
| Amount. | |
| \$98,858 85 | |
| 140,076 50 | |
| 41,217 65 | |
| - | |

| TOTAL FREIGHT. | |
|-------------------|--|
| Amount. | |
| \$2,073,274 71 | |
| 2,238,529 47 | |
| 160,254 76 | |
| - | |

[F.]

CONDENSED STATEMENT

Of the Business of the Michigan Central Railroad for the last Six Years.

| Y E A R E N D I N G | Number of Way Passengers. | No. of Through Passengers. | Total Number of Passengers. | No. of Tons of Freight moved. | Gross Earnings. | Operating Disbursements, including Taxes. | Net Earnings. |
|---------------------|------------------------------|-------------------------------|--------------------------------|----------------------------------|-----------------|--|---------------|
| May 31, 1860, . . . | 251,755 | 72,666½ | 324,421½ | 295,276 | \$1,832,944 86 | \$1,077,483 51 | \$755,461 35 |
| May 31, 1861, . . . | 262,665 | 65,110 | 327,775 | 378,570 | 2,058,052 61 | 1,187,724 35 | 920,328 26 |
| May 31, 1862, . . . | 253,536½ | 55,292 | 308,828½ | 463,112 | 2,361,241 42 | 1,149,152 94 | 1,212,088 48 |
| May 31, 1863, . . . | 387,672 | 59,689½ | 447,361½ | 564,827 | 2,946,560 55 | 1,272,359 72 | 1,674,200 83 |
| May 31, 1864, . . . | 556,206½ | 89,552½ | 645,759 | 542,410 | 3,434,548 63 | 1,720,125 05 | 1,714,423 58 |
| May 31, 1865, . . . | 745,348½ | 107,540½ | 852,889 | 485,275 | 4,145,419 57 | 2,406,149 63 | 1,739,269 94 |

[G.]

MONTHLY STATEMENT

Of Freight moved during the Year ending May 31, 1865.

| ARTICLES. | JUNE. | JULY. | AUGUST. | SEPT'R. | OCTOBER. | NOV'R. | DEC'R. | JAN'Y. | FEB'Y. | MARCH. | APRIL. | MAY. | TOTALS. |
|-------------------------------|-----------|-------------------|-----------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------------|
| Apples, | 203 | 31 | 1,616 | 7,917 | 21,935 | 9,543 | 1,049 | 52 | 273 | 379 | 245 | 237 | 43,480 |
| Ale and Beer, | 753 | 869 $\frac{1}{2}$ | 876 | 729 $\frac{1}{2}$ | 607 $\frac{1}{2}$ | 707 $\frac{1}{2}$ | 522 $\frac{1}{2}$ | 486 $\frac{1}{2}$ | 595 $\frac{1}{2}$ | 644 $\frac{1}{2}$ | 756 $\frac{1}{2}$ | 910 $\frac{1}{2}$ | 8,399 $\frac{1}{2}$ |
| Ashes, | 12 | 12 | 8 | 12 | 16 | 4 | — | 24 | 34 | 15 | 25 | 17 | 173 |
| Barley, | 2,695 | 1,276 | 1,398 | 4,474 | 5,581 | 3,614 | 4,618 | 5,093 | 8,576 | 2,662 | 4,718 | 5,590 | 45,242 |
| Beans, | 380 | 687 | 3,944 | 5,188 | 2,419 | 4,192 | 7,347 | 18,594 | 19,008 | 8,397 | 1,867 | 584 | 72,755 |
| Bran and Shorts, . . . | 388 | 628 | 571 | 411 | 466 | 379 | 287 | 543 | 216 | 386 | 207 | 284 | 33,076 |
| Beef, | 42 | 109 | 186 | 272 | 425 | 16,847 | 10,535 | 639 | 582 | 25 | 29 | 27 | 909 |
| Butter, | 71 | 48 | 87 | 65 | 104 | 134 | 103 | 169 | 57 | 25 | 29 | 27 | 909 |
| Corn, | 19,127 | 3,647 | 5,789 | 3,896 | 4,413 | 10,164 | 49,866 | 128,752 | 134,001 | 135,023 | 85,972 | 66,622 | 647,222 |
| Corn Meal, | 217 | 150 | 82 | 61 | 126 | 268 | 859 | 734 | 619 | 844 | 708 | 389 | 5,057 |
| Cheese, | 66 | 78 | 44 | 121 | 90 | 92 | 42 | 22 | 27 | 41 | 46 | 53 | 722 |
| Granberries, | — | — | — | — | 38 | 37 | 56 | 72 | 6 | — | — | — | 209 |
| Coal, | 1,340 | 1,596 | 1,161 | 1,078 | 1,465 | 1,215 | 1,329 | 1,304 | 1,295 | 1,042 | 1,319 | 594 | 14,738 |
| Fruit, dried, | 24 | 15 | 3 | 2 | 43 | 200 | 108 | 93 | 97 | 83 | 86 | 95 | 854 |
| Flour, | 55,212 | 46,296 | 37,682 | 63,813 | 63,938 | 102,823 | 77,462 | 52,017 | 27,619 | 26,995 | 37,239 | 62,727 | 653,823 |
| Furniture and Luggage, . | 359 | 366 | 444 | 548 | 761 | 698 | 620 | 461 | 447 | 915 | 1,278 | 903 | 7,190 |
| Grass and Clover Seed, . | 23 | 10 | 21 | 115 | 31 | 42 | 12 | 162 | 262 | 227 | 112 | 20 | 1,037 |
| Garden Roots, | 8,489 | 1,571 | 1,429 | 7,079 | 19,974 | 19,519 | 2,923 | 141 | 869 | 6,881 | 31,421 | 29,464 | 129,757 |
| Ham and Bacon, | 47 | 66 | 2 | 71 | 56 | 177 | 942 | 927 | 545 | 157 | 94 | 818 | 3,432 |
| High Wines, | 2,552 | 851 | 979 | 260 | 506 | 51 | 130 | 836 | 481 | 543 | 753 | 567 | 8,509 |
| Hides, | 76 | 85 | 75 | 76 | 87 | 284 | 717 | 357 | 198 | 169 | 152 | 149 | 2,325 |
| Iron and Nails, | 512 | 483 | 356 | 409 | 345 | 360 | 205 | 177 | 160 | 181 | 213 | 648 | 4,149 |
| Lime, | 402 | 149 | 244 | 253 | 223 | 150 | 94 | 44 | 70 | 105 | 275 | 378 | 2,357 |
| Lumber, | 3,433,952 | 3,048,271 | 2,976,344 | 1,923,936 | 2,553,167 | 1,693,568 | 1,347,750 | 2,559,887 | 2,807,006 | 2,400,364 | 2,294,589 | 1,979,858 | 28,823,692 |
| Latins, | 51 | 126 | 102 | 182 | 154 | 80 | 66 | 25 | 16 | 61 | 41 | 106 | 1,093 |
| Leather, | 64 | 68 | 63 | 68 | 64 | 79 | 82 | 76 | 88 | 74 | 79 | 58 | 831 |
| Mercand'ie, miscellaneous, . | 9,224 | 11,023 | 9,532 | 8,764 | 9,018 | 8,187 | 9,441 | 8,081 | 6,686 | 9,424 | 10,616 | 12,507 | 112,453 |
| Oats, | 47,364 | 11,041 | 16,793 | 161,475 | 51,832 | 27,996 | 17,951 | 121,520 | 103,284 | 22,699 | 55,197 | 40,598 | 677,680 |
| Other Agricultural Prod'ts, . | 89 | 65 | 49 | 79 | 633 | 731 | 349 | 467 | 461 | 422 | 257 | 163 | 3,765 |
| Piaster, | 437 | 555 | 543 | 1,982 | 849 | 597 | 412 | 1,509 | 1,788 | 2,954 | 1,420 | 196 | 13,252 |
| Pig Iron, | 245 | 47 | 59 | 36 | 42 | 44 | 314 | 438 | 1,99 | 278 | 404 | 221 | 2,227 |
| Pelts and Skins, | 43 | 54 | 30 | 29 | 6 | 20 | 82 | 37 | 25 | 24 | 18 | 34 | 352 |
| Pork, | 10,361 | 3,098 | 2,179 | 1,403 | 403 | 11,378 | 16,602 | 6,687 | 5,228 | 5,565 | 5,587 | 10,616 | 79,107 |

[H.]

STATEMENT showing the Total Amount of Freight moved in the following Years.

| ARTICLES. | | YEARS ENDING MAY 31, | | | | | |
|----------------------------------|--------|----------------------|------------|------------|------------|------------|------------|
| | | 1860. | 1861. | 1862. | 1863. | 1864. | 1865. |
| Apples, . . . | bbls. | 73,245 | 100,975 | 25,174 | 68,987½ | 115,863½ | 43,480 |
| Ale and Beer, . . | " | 5,158½ | 5,340 | 5,032½ | 5,899½ | 6,643½ | 8,399½ |
| Ashes, . . . | tons. | 261 | 164 | 170 | 171 | 200 | 173 |
| Barley, . . . | bush. | 24,478 | 128,615 | 68,253 | 138,322 | 104,561 | 45,242 |
| Beans, . . . | " | 5,735 | 14,524 | 22,708 | 41,178 | 72,402 | 72,755 |
| Bran and Shorts, . | tons. | 2,689 | 2,764 | 1,473 | 1,803 | 3,605 | 4,718 |
| Beef, . . . | bbls. | 22,420 | 18,460 | 110,360½ | 66,223 | 51,197 | 33,076 |
| Butter, . . . | tons. | 631 | 1,048 | 1,374 | 1,875 | 1,610 | 909 |
| Corn, . . . | bush. | 322,269 | 601,635 | 792,986 | 497,786 | 167,599 | 647,222 |
| Corn Meal, . . | bbls. | 7,171 | 7,265 | 5,068 | 1,608 | 1,092 | 5,057 |
| Cheese, . . . | tons. | 672 | 682 | 606 | 887 | 946 | 722 |
| Cranberries, . . | bbls. | 250 | 2,507 | 1,689 | 756 | 607 | 209 |
| Coal, . . . | tons. | 5,173 | 6,295 | 5,864 | 8,658 | 13,655 | 14,738 |
| Fruit, dried, . . | " | 399 | 686 | 262 | 661 | 1,051 | 854 |
| Flour, . . . | bbls. | 514,224 | 691,844 | 950,964 | 880,374 | 778,331 | 653,823 |
| Furniture & Luggage, . . . | tons. | 3,697 | 3,390 | 3,082 | 3,621 | 4,960 | 7,790 |
| Grass and Clover Seed, . . . | tons. | 1,014 | 1,807 | 1,320 | 1,841 | 606 | 1,037 |
| Garden Roots, . . | bush. | 33,835 | 182,062 | 65,386 | 101,147 | 101,690 | 129,757 |
| Ham and Bacon, . | tons. | 1,584 | 1,787 | 11,647 | 19,454 | 14,547 | 3,432 |
| High Wines, . . | bbls. | 7,114 | 14,093 | 24,145 | 14,383 | 25,946 | 8,509 |
| Hides, . . . | tons. | 1,487 | 2,112 | 1,890 | 2,007 | 2,228 | 2,325 |
| Iron and Nails, . | " | 3,427 | 3,778 | 2,648 | 2,588 | 3,412 | 4,149 |
| Lime, . . . | " | 1,577 | 1,310 | 1,243 | 1,490 | 1,882 | 2,357 |
| Lumber, . . . | feet, | 18,710,707 | 19,264,801 | 18,752,785 | 23,478,021 | 26,532,234 | 28,823,692 |
| Laths, . . . | tons. | 1,151 | 1,032 | 1,043 | 1,159 | 1,251 | 1,093 |
| Leather, . . . | " | 970 | 847 | 897 | 877 | 805 | 831 |
| Merchandise, miscellaneous, . . | tons. | 69,729 | 72,632 | 69,725 | 123,691 | 128,259 | 112,453 |
| Oats, . . . | bush. | 293,697 | 271,695 | 401,938 | 741,444 | 1,165,535 | 677,680 |
| Other Agricultural Products, . . | tons. | 1,623 | 2,721 | 1,251 | 2,613 | 2,327 | 3,765 |
| Plaster, . . . | " | 7,920 | 8,404 | 7,729 | 12,188 | 13,546 | 13,252 |
| Pig Iron, . . . | " | 434 | 679 | 759 | 1,057 | 2,686 | 2,227 |
| Pelts and Skins, . | " | 457 | 303 | 226 | 147 | 289 | 352 |
| Pork, . . . | bbls. | 19,432 | 32,115 | 121,124½ | 133,808 | 78,247 | 79,107 |
| Pork in Hog, . . | tons. | 3,821 | 7,948 | 6,312 | 7,444 | 9,872 | 6,721 |
| Salt, . . . | bbls. | 30,415 | 24,685 | 34,837 | 50,829 | 41,792 | 34,224 |
| Stoves, . . . | tons. | 680 | 832 | 552 | 749 | 858 | 866 |
| Shingles, . . . | M. | 12,651½ | 8,017½ | 8,465½ | 13,359½ | 10,053½ | 9,246½ |
| Wool, . . . | tons. | 1,180 | 1,247 | 1,525 | 1,716 | 2,111 | 2,618 |
| Wheat, . . . | bush. | 930,211 | 1,498,898 | 2,079,080 | 2,008,885 | 978,219 | 891,286 |
| Whiskey, . . . | bbls. | 5,399½ | 8,708 | 15,296 | 18,913½ | 13,366½ | 6,990 |
| Cattle, Neat, . . | No. | 33,464 | 60,857 | 57,155 | 80,385 | 94,561 | 87,800 |
| Horses, . . . | " | 1,171 | 913 | 3,627 | 3,527 | 6,028 | 21,763 |
| Hogs, . . . | " | 73,808 | 61,170 | 126,778 | 292,426 | 349,716 | 173,814 |
| Sheep, . . . | " | 11,611 | 18,491 | 22,973 | 41,089 | 64,567 | 121,237 |
| Stone, Sand and Brick, . . . | tons. | 2,054½ | 9,954 | 3,858 | 5,922½ | 7,540 | 3,326½ |
| Wood, . . . | cords, | 3,054 | 1,881 | 7,492 | 4,192 | 2,731 | 4,449 |
| Totals, in tons, . . | | 295,276 | 378,570 | 463,112 | 564,827 | 542,410 | 485,275 |

[I.]

STATEMENT

Of Monthly Expenditures on account of Operating the Michigan Central Railroad from June 1, 1864, to May 31, 1865, inclusive.

| MONTHS. | Road Repairs. | Building Repairs. | Locomotive Repairs. | Car Repairs. | Locomotive Service. | Train Service. | Station Service. | Fuel. | Oil and Waste. | Stationery. | Telegraph Line. | State Tax. | Miscellaneous. | Totals. |
|--------------|---------------|-------------------|---------------------|--------------|---------------------|----------------|------------------|--------------|----------------|-------------|-----------------|-------------|----------------|----------------|
| 1864. | | | | | | | | | | | | | | |
| June, . . | \$39,324 05 | \$25,564 68 | \$20,265 30 | \$30,026 01 | \$7,924 48 | \$5,603 05 | \$29,959 59 | \$14,708 10 | \$4,057 94 | \$1,883 13 | \$833 22 | - | \$2,918 62 | \$183,068 17 |
| July, . . | 34,492 52 | 25,660 22 | 10,292 66 | 27,635 08 | 7,847 54 | 5,769 85 | 34,300 66 | 13,607 36 | 3,639 70 | 1,883 03 | 1,520 49 | - | 5,110 18 | 171,759 34 |
| August, . | 36,520 53 | 29,239 31 | 18,837 97 | 17,855 67 | 8,720 53 | 5,695 20 | 27,470 89 | 13,202 77 | 3,976 08 | 3,037 15 | 1,723 28 | - | 3,779 66 | 169,609 04 |
| September, | 31,308 44 | 24,856 50 | 20,013 42 | 35,215 36 | 8,730 84 | 6,030 60 | 31,072 03 | 14,151 68 | 5,366 16 | 1,834 13 | 2,411 20 | - | 4,090 77 | 185,084 13 |
| October, . | 29,708 48 | 27,202 67 | 23,439 94 | 51,148 44 | 8,716 96 | 6,178 07 | 25,968 53 | 17,922 81 | 4,713 99 | 2,272 81 | 1,853 89 | - | 4,323 47 | 203,450 06 |
| November, | 55,173 96 | 25,645 54 | 18,633 66 | 16,919 28 | 9,179 22 | 7,319 89 | 63,329 56 | 20,814 05 | 5,735 27 | 3,160 98 | 1,645 37 | - | 4,164 53 | 231,721 31 |
| December, | 84,567 39 | 23,509 68 | 23,106 54 | 23,356 36 | 9,882 25 | 7,301 73 | 39,461 94 | 24,313 76 | 6,211 56 | 2,653 59 | 1,369 52 | - | 6,763 14 | 252,497 46 |
| 1865. | | | | | | | | | | | | | | |
| January, . | 22,939 10 | 26,107 24 | 27,762 64 | 32,780 92 | 9,743 00 | 6,201 97 | 41,377 41 | 26,030 48 | 5,941 96 | 2,558 92 | 1,206 91 | \$81,850 31 | 1,862 43 | 286,423 29 |
| February, . | 26,972 01 | 21,580 73 | 23,285 04 | 16,363 07 | 8,766 30 | 5,782 98 | 35,903 10 | 23,126 15 | 5,482 92 | 2,148 26 | 1,408 85 | 9,375 03 | 3,172 27 | 186,366 71 |
| March, . . | 27,077 32 | 15,387 31 | 21,525 08 | 31,747 47 | 7,895 33 | 6,238 41 | 30,043 45 | 26,366 14 | 4,589 30 | 2,130 32 | 1,497 82 | 303 07 | 8,559 25 | 183,365 27 |
| April, . . | 49,263 13 | 12,888 66 | 13,173 94 | 12,873 13 | 9,462 91 | 6,976 94 | 25,592 62 | 25,098 40 | 5,616 88 | 2,426 71 | 1,331 72 | - | 2,102 27 | 171,811 61 |
| May, . . | 39,619 98 | 15,974 70 | 5,144 86 | 11,522 67 | 8,985 95 | 6,553 25 | 58,479 35 | 23,110 58 | 4,961 19 | 2,291 10 | 1,704 99 | - | 2,044 62 | 180,993 24 |
| Totals, . | \$476,964 91 | \$273,667 24 | \$230,490 35 | \$306,943 46 | \$105,855 31 | \$75,651 94 | \$442,959 13 | \$245,452 23 | \$60,292 95 | \$28,280 18 | \$18,567 26 | \$91,533 41 | \$49,491 21 | \$2,406,149 63 |

